

Serial No.: 10/686,176
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Amendments to the Specification:

Please replace paragraph [0034] with the following amended paragraph:

[0034] With reference to FIG. 4, an exemplary illustration of an upshift accomplished in accordance with the present invention is shown. Three regions of EVT operation are delineated by the broken vertical lines in FIG. 4 and are separately labeled MODE 1, FIXED-RATIO and MODE 2. Trace 103 represents input member speed N_i which, in the case of a direct coupling of the engine 14 to the input member 12 of the EVT, is also the engine speed N_e . Trace 101 represents a desired input member speed N_{i_des} which, in the case of a direct coupling of the engine 14 to the input member 12 of the EVT, is also the desired engine speed N_{e_des} . Reference to desired input member speed therefore is interchangeable with desired engine speed and vice versa. Reference to one quantity herein shall be understood to be interchangeable with reference to the other. Desired input member speed is provided by the system controller, for example in accordance with a desired operating point of the engine to meet various efficiency and emission objectives. A preferred method of determining input speed is disclosed in commonly assigned and co-pending United States Serial Numbers [10/_____] 10/686,508 (Attorney Docket Number GP-304193) and [10/_____] 10/686,034 (Attorney Docket Number GP-304194) which are incorporated herein by reference. Additionally, details on a preferred input speed controller can be found in commonly assigned and co-pending United States Serial Number [10/_____] 10/686,511 (Attorney Docket Number GP-304140) which is incorporated herein by reference. Engine operating point may be set in accordance with various considerations, for example heavy torque demands and engine efficiency optimization. Trace 105 represents output member speed N_o multiplied by the effective gear ratio through the EVT 10. The gear ratio is variable in MODE 1 and

GMC3145

2 of 11

Serial No.: 10/686,176
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MODE 2 in accordance with torque and speed control of MA and MB; however, the gear ratio is fixed in fixed-ratio and hence through fixed-ratio the output member speed multiplied by the gear ratio is substantially equivalent to the input member speed N_i as can be seen by the substantial equivalence between traces 103 and 105.

GMC3145

3 of 11